

FISCAL NOTE FOR CAPITAL PROJECTS ONLY

Department:	Contact Person/Phone:	CBO Analyst/Phone:
Seattle Department of Transportation	David Conway/684-5016	Christie Parker/684-5211

Legislation Title:

AN ORDINANCE relating to the SR 519 Project; authorizing the Director of the Department of Transportation to execute a Memorandum of Agreement with the Washington State Department of Transportation and the City of Seattle providing for transfer of certain property to the City; authorizing WSDOT to perform maintenance work on SR 519 infrastructure in the City right of way; authorizing the Director to accept and record, for and on behalf of the City of Seattle, a quit claim deed for property along and adjacent to 4th Avenue South between South Holgate Street and South Royal Brougham Way; placing the real property conveyed by the deed under the jurisdiction of the Seattle Department of Transportation and designating the property for street purposes; and ratifying and confirming certain prior acts.

Summary and background of the Legislation:

This legislation authorizes the City of Seattle Department of Transportation (“City”) to enter into a Memorandum of Agreement (“MOA”) with the Washington Department of Transportation (“State”) to accept property and certain real property and infrastructure associated with the SR 519 project. Attachment K of the MOA shows this information in detail.

The SR 519 project, constructed following extensive discussions and agreements among numerous entities, including County, Port, Sports facilities and railroads, resulted in new access between the State Freeway system, the waterfront, and the stadium district and significant new right of way and utility infrastructure for the City and new roadways and plazas in the area was completed in two phases: Phase 1 was completed in 2007; Phase 2 was completed in 2010. The project was designed and constructed to increase mobility and safety for freight trains, vehicles, and pedestrians in Seattle’s South Downtown Neighborhood by improving connections between Interstate 5 (I-5), I-90, and the Seattle Central Waterfront. The City has found that the infrastructure to be transferred to the City by WSDOT meets the standards required and is ready to be accepted. The property transfers are the remaining outstanding items to close-out this project.

The MOA transfers two kinds of property to the City: property newly acquired by the State for the project, and property returned to the City which was given to the State to complete construction.

The legislation will authorize acceptance of the deed and results in City ownership of all the right of way and associated infrastructure.

Project Name:	Project I.D.:	Project Location:	Start Date:	End Date:
SR 519	TC366960	Various	Various	Various

Please check any of the following that apply:

☐ This legislation creates, funds, or anticipates a new CIP Project.

☐ This legislation does not have any financial implications.

☒ This legislation has financial implications.

Appropriations:

Fund Name and Number	Department	Budget Control Level*	Existing 2014 Appropriation	New 2014 Appropriation (if any)	2015 Anticipated Appropriation
TOTAL					

**See budget book to obtain the appropriate Budget Control Level for your department.*

Appropriations Notes: The work associated with the capital project is complete.

As part of the 2014 4th Quarter Supplemental Budget, SDOT will request a new appropriation for \$23,258 to receive reimbursement from the Washington State Department of Transportation (WSDOT) for operations and maintenance.

Spending Plan and Future Appropriations for Capital Projects:

Spending Plan and Budget	2014	2015	2016	2017	2018	2019	Total
Spending Plan							
Current Year Appropriation							
Future Appropriations							

Spending Plan and Budget Notes:

N/A

Funding Source:

Funding Source (Fund Name and Number, if applicable)	2014	2015	2016	2017	2018	2019	Total
WSDOT	23,258						\$23,258
General Fund	46,742	72,100	74,263	76,491	78,786	81,149	\$429,531
TOTAL	70,000	72,100	74,263	76,491	78,786	81,149	\$452,789

Funding Source Notes:

Per the Agreement, the State will pay the City a one-time, lump sum amount of \$23,258 for the operations and maintenance costs in 2014. The City will assume the full cost of the operations and maintenance upon execution of the MOA. SPU and SCL do not have additional operational responsibilities nor do they need additional funding to operate/maintain their infrastructure.

Bond Financing Required:

Type	Amount	Assumed Interest Rate	Term	Timing	Expected Annual Debt Service/Payment
TOTAL					

Bond Notes:

Uses and Sources for Operation and Maintenance Costs for the Project:

O&M	2014	2015	2016	2017	2018	2019	Total
Uses							
Start Up							
On-going	70,000	72,100	74,263	76,491	78,786	81,149	452,789
Sources (itemize)							

Operation and Maintenance Notes:

In the first year, \$23,258 of costs will be covered by WSDOT. This was a negotiated amount between SDOT and WSDOT in 2007. The remaining costs in 2014 will be absorbed.

Periodic Major Maintenance Costs for the Project:

(Estimate capital cost of performing periodic maintenance over life of facility. Please identify major work items, frequency.)

Major Maintenance Item	Frequency	Cost	Likely Funding Source
TOTAL			

Funding sources for replacement of project:

Total Regular Positions Created, Modified, or Abrogated through this Legislation, Including FTE Impact:

Position Title and Department*	Position # for Existing Positions	Fund Name & #	PT/FT	2014 Positions	2014 FTE	2015 Positions **	2015 FTE **
N/A							
TOTAL							

* List each position separately

** 2015 positions and FTE are *total* 2015 position changes resulting from this legislation, not incremental changes. Therefore, under 2015, please be sure to include any continuing positions from 2014.

Position Notes:

N/A

Do positions sunset in the future?

N/A

Other Implications:

a) Does the legislation have indirect financial implications, or long-term implications?

Yes, adoption of this legislation has long-term financial implications. As owner of the City Right of Way, SDOT would be responsible for the operations and maintenance of the infrastructure which includes the roadway infrastructure, traffic signals, and landscaping maintenance costs. The annual costs total approximately \$70,000 (roadway: \$33,000; traffic signals: \$3,000; landscape: \$34,000). The replacement costs of the bridge structure total \$26.5M. The remaining useful life is 85 years. A 2015 BIP will be proposed to fund the annual O+M costs.

b) What is the financial cost of not implementing the legislation?

The State built the infrastructure to City standards as the intent was the City would assume operations and maintenance responsibilities. If the City were to not implement the legislation, the issue could wind up in the legal system.

c) Does this legislation affect any departments besides the originating department?

The acceptance and transfer of certain SCL and SPU utility infrastructure associated with the project will be finalized. SPU and SCL have no new additional funding or appropriation needs.

- d) What are the possible alternatives to the legislation that could achieve the same or similar objectives?**

None.

- e) Is a public hearing required for this legislation?**

No.

- f) Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**

No.

- g) Does this legislation affect a piece of property?**

Yes, the City is accepting properties originally turned over to the State as well as properties newly acquired by the State ready to be owned and operated as City street right of way.

- h) Other Issues:** None.

List attachments to the fiscal note below: